



AGENDA

Meeting Location:

Sloat Room—Atrium Building
99 W. 10th Avenue
Eugene, OR 97401

Phone: 541-682-5481
www.eugene-or.gov/pc

The Eugene Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please at any of the meetings. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hour notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hour notice. To arrange for these services, contact the Planning Division at 541-682-5675.

MONDAY, JULY 28, 2014 – REGULAR MEETING (11:30 a.m. to 1:30 p.m.)

11:30 a.m. I. PUBLIC COMMENT

The Planning Commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, **except for items scheduled for public hearing or public hearing items for which the record has already closed.** Generally, the time limit for public comment is three minutes; however, the Planning Commission reserves the option to reduce the time allowed each speaker based on the number of people requesting to speak.

11:40 a.m. II. SOUTH WILLAMETTE SPECIAL AREA ZONE

Staff: Robin Hostick, 541-682-5507
Jennifer Knapp, 541-682-5445

1:15 p.m. III. ITEMS FROM COMMISSION AND STAFF

- A. Other Items from Staff
- B. Other Items from Commission
- C. Learning: How are we doing?

Commissioners: Steven Baker; John Barofsky; Rick Duncan; John Jaworski (Vice-Chair); Jeffery Mills;
Kristen Taylor; William Randall (Chair)

AGENDA ITEM SUMMARY
July 28, 2014

To: Eugene Planning Commission

From: City of Eugene Planning Division

Subject: South Willamette Concept Plan Implementation: Draft Design Code

ISSUE STATEMENT

This work session is a continuation of previous discussions on May 5, May 19, June 2, June 23, July 14 and July 21 regarding the development of the South Willamette Special Area Zone; for additional background, please see the AIS materials for these dates.

BACKGROUND

Commissioners began a review of code concepts for the proposed South Willamette Special Area Zone in early May. At this time Commissioners provided input to prioritize more detailed review of several key topic areas. Previous work sessions addressed the topics of transitions, flexibility, design standards, and the proposed Single Family Options subdistrict. For additional information on these discussions, refer to meeting materials for the above-listed dates.

In June, local members of the American Institute of Architects (AIA) performed a “test drive” of preliminary code language, including case studies of several properties within the district. This is an example of ongoing collaboration between the City of Eugene and the local AIA membership to further design excellence in Eugene. John Rowell, principal of Rowell Brokaw Architects, will join the Commission to provide a summary and discussion of the results.

The remainder of the work session will focus on conceptual standards for street design in the South Willamette district, including the proposed introduction of a “special setback” on South Willamette and 29th Avenue to ensure that future development will allow room for a safe and attractive pedestrian environment and on-street parking. These measures are critical for supporting the community’s desire for walkability and business vitality.

It is important to note that the proposed code concepts are not related to the recent discussion of travel lanes for the South Willamette Street Improvement Plan. The proposed code sets the stage for a significantly improved “street-side pedestrian realm” that is designed to work with either a three-lane or a four-lane configuration on Willamette Street, and does not depend on a particular outcome of the trial re-striping or subsequent paving project.

Time permitting, staff will also follow up briefly on the South Willamette Special Area Zone Public Engagement Plan and share preliminary input from the July 15 stakeholder focus group.

As we continue the review process, specific, actionable suggestions will be most useful for staff in crafting a code that meets the Planning Commission's expectations.

NEXT STEPS

Following revisions based on Planning Commission review of the code concepts, a draft code will be introduced for public discussion later this summer and fall. Community outreach will continue throughout the summer and fall prior to review of the final draft code in the fall. See the Draft Public Engagement Plan outline for more information.

ATTACHMENTS

- A. Street Design Standards – Proposed Concepts

FOR MORE INFORMATION

Robin Hostick at 541-682-5507 or Robin.A.Hostick@ci.eugene.or.us

Jennifer Knapp at 541-682-5445 or Jennifer.L.Knapp@ci.eugene.or.us

South Willamette Special Area Zone – Conceptual Standards and Provisions

“STREETSIDE REALM” DESIGN STANDARDS

July 24, 2014

NOTE: The following concepts address the LONG-TERM vision for streetside realm in the district. These concepts DO NOT affect the outcome of recent discussion of travel lanes on South Willamette Street (“South Willamette Street Improvement Plan”); all proposed standards will work with either a 3-lane or 4-lane paving configuration. Both projects have been closely coordinated to ensure that this is possible. For more information on the paving project, check the web page for the “South Willamette Street Improvement Plan.”

Options for Addressing Issues

Identified Issues	Range of Potential Solutions
<p>The current right of way along South Willamette Street and 29th Avenue does not allow adequate space for amenities supporting the vision of a walkable district and business vitality.</p> <p>Current code standards would place future buildings permanently in locations needed for streetside realm amenities along South Willamette Street.</p> <p>This issue exists on many “key transit corridors” in Eugene.</p>	<ul style="list-style-type: none"> • Purchase additional right of way and construct improvements • Establish a “special setback” to place future buildings in the right location for the desired, future streetside realm within the district.
<p>No on-street parking is available along South Willamette Street within the district.</p> <p>On-street parking strongly supports business revenue in a walkable district.</p> <p>On-street parking is important for buffering pedestrians from higher-traffic streets and creating an attractive street-side realm.</p> <p>There is not sufficient right of way to provide on-street parking without removing travel lanes or eliminating needed pedestrian space.</p>	<ul style="list-style-type: none"> • Purchase additional right of way and construct improvements • Establish a “special setback” to place future buildings in the right location for the desired, future streetside realm within the district.
<p>Current businesses need existing parking and site improvements; requirements that impact these existing improvements could be damaging to the businesses.</p> <p>Properties that redevelop (future businesses or homes) need a way to create an</p>	<ul style="list-style-type: none"> • Apply proposed standards only when portions of the streetside realm are reconstructed • Allow owners the option of constructing long-term streetside realm improvements, including on-street parking, at the time of redevelopment • If an owner chooses not to construct the long-term improvements, the short-term standards apply.

attractive pedestrian realm, including on-street parking, as an option to support the success of the proposed development.	<ul style="list-style-type: none"> • Short-term standards fit within the existing right of way and would not impact existing improvements on private property
<p>Current street standards to not adequately address the vision for the district.</p> <p>The streetside character, including sidewalks, street trees, on-street parking, crosswalks, and other features, are inconsistent throughout the district.</p> <p>In other districts, envisioned opportunities for improving the streetside realm have been lost due to lack of standards.</p>	<ul style="list-style-type: none"> • Introduce new standards to reflect the community's vision for the streetside realm • Identify streetside realm standards for each street type within the district to promote consistency • Apply the new standards when portions of the streetside realm are reconstructed
Property owners and developers need flexibility to make reasonable improvements and changes (short of complete redevelopment) without triggering the expense of reconstructing the pedestrian realm to new standards.	<ul style="list-style-type: none"> • Apply the new standards only when portions of the streetside realm are reconstructed

Streetside Realm Design Standards – Proposed Concepts

Topic	Current Code Standard	Proposal
Special Setback	<p><u>S-DR</u></p> <ul style="list-style-type: none"> Establishes new rights of way widths to accommodate pedestrian-friendly street design suitable to a mixed use district NOTE: the S-DR special area zone covers land with a single-owner and no public streets currently in place <p><u>S-WS</u></p> <ul style="list-style-type: none"> Special setback along Franklin Blvd. to accommodate future “multi-way boulevard” according to the vision for the district <p><u>Other zones</u></p> <ul style="list-style-type: none"> No special setback Commercial buildings in C-2 zone required to front the street-facing property line; in some areas, new buildings eliminate options for needed, future improvements such as pedestrian amenities along the street 	<ul style="list-style-type: none"> 15’ special setback on either side of South Willamette Street; allows a 10’ sidewalk, 5’ planter strip with street trees, and on-street parking The special setback would allow the existing 60’ right of way along South Willamette Street to increase to 90’ within the district over time. 2’ - 6’ special setback on either side of 29th Avenue; allows 8’ sidewalk and 6’ planter strip with street trees The existing right of way along 29th Avenue varies from 60’ to 70’. The special setback would allow the right of way along 29th Avenue to increase to a consistent 72’ within the district over time.
Streetside Realm Design Standards	<p><u>S-DR</u></p> <ul style="list-style-type: none"> Street design standards are provided for new streets within the district, including specific amenities in the streetside realm The width of planter strips, sidewalks, travel lanes and parking areas are specified <p><u>All other zones</u></p> <ul style="list-style-type: none"> New development must comply with the standards of the Arterial and Collector Street Plan and the Design Standards and Guidelines for Eugene Streets, Sidewalks, Bikeways and Accessways 	<ul style="list-style-type: none"> Proposed design standards require specific features and dimensions for the streetside realm Different standards will apply depending on right of way width and surrounding uses NOTE: <u>standards will not specify vehicle travel lane configurations (this also applies to South Willamette Street)</u> Two sets of standards will apply to South Willamette Street and 29th Avenue: 1) short-term standards to address improvements within the existing right of way, and; 2) long-term standards to address improvements between the existing curb and the special setback

Threshold for new standards

S-DR

- N/A. Since all streets will be newly constructed, standards will apply to all streets in the district.

All other zones

- Standards apply when new facilities are constructed, or when existing facilities are demolished and reconstructed

- Proposed standards apply when new facilities are constructed, or when existing facilities are demolished and reconstructed

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